# **WOES OF THE CONDUCTOR**

# Must Have an Angelic Temper and Job's Patience.

BOTH TRIED ONLY TOO OFTEN

One Bell Puncher "Cussed Out" by an Irate Passenger, Into Whose Lap a Fat Colored Woman Had Been Thrown by the Car's Lurching-An Experience With a Buildog.

A bovy of blue-coated conductors on the cable line were scated in the waiting-room of the Seventh street power-house chattering and gossiping. They were waiting for the 3 o'clock change, when they would be relieved from duty by the men who were torun the trains far into the night.

Finally the conversation drifted into the subject of the unfair treatment conductors receive at the hands of passengers who ride in their cars. This subject was brought up by a bronze-faced fittle fellow, who re-

"We conductors have to take everything on our shoulders now, since the company has posted in each grip car notices which read: 'Don't talk to the gripman.' Now, if an irate passenger attempts to argue, or 'chew the rag' with a gripman, the latter need say nothing, but point in silence to the placard. Thereupon, in nearly every instance, the angry passenger rushes to the rear end of the train and uncorks his wrath in the presence and to the annoyance

WOULD HAVE PATIENCE.

"If the traveling public only knew," said another knight of the bell punch, "what we have to contend with during our day's work, I do not think the more sensible persons would be so ready and willing to leap on us in a cyclonic manner for every mishap that occurs, and on so many occasions when there is no reason whatever for them doing so.

"The other day, when we were running ed cars during a rain storm, an old man flew into me with fire in his eyes and wrath in his voice, for nothing else but the carelessness of a fat old colored woman on my car. I stopped my train at the wharf of the steamer Macalester and took on a seated load. We stopped again at the ferry wharf, where the olored woman boarded my car. weighed about 250 points, and, as there were no vacant seats, she was compelled

to stand up and hold on to a strap. "When the train struck the curve at L street—the only one on the Seventh street line—it caught the old woman off her guard. Releasing her hold on the strap, she planted one of her feet, which were as big as hams, squarely upon the old gentleman's

BAT DOWN ON HIS LAP. At the same instant she jurched like a ship in the trough of the sea, and descended with the fall force of her avoirdupois squarely into the old fellows' lap. He was reading a copy of the Morning Times. The concussion and shock caused him to let out a roar worse than that attered by the lions when Daniel left their den.

"Then he sprang up and shoving the old woman aside with an oath, limped back to the platform where I was standing. 'You infernal scoundrel,' he commend

ed, addressing me, 'you blank blanketly-blank blank. What in the blank-blank do you mean by admitting such monstrosi-tles to this car to crush and mutilate respectable citizens? Oh, my poor toe. Blank you, I shall report you at once." "I tried to explain to him, but he only

danced a one-legged Jig and continued to paint the atmosphere blue with his profanity. In othe meantime the passengers were in an uproar of laughter at the comleal scene. This shows what cranky individuals we have to deal with."

"That's right, Jim." chimed in another "This town has more street car cranks to the square yard than any two cities under the great blue canopy. Why, they quarrel with me so much that I look now as regularly as I do for my

## MAKE THE CONDUCTOR SUFFER.

It appears to me that on nearly every trip I make over the road some cranky passenger wants to throw me beneath the car wheels on account of the doings of some one else. I believe a majority of these people have rows with their wives or mothers-in-law before leaving home and finding it impossible to get satisfaction out of them they pay 5 cents car fare for the purpose of venting their spleen on a conductor who, they believe, will take it rather than run the risk of being the company, you know, that we must not talk back to these people, in the manner we would like to, let them abuse us as much as they may. If we did there would be a vacancy to be filled on the following morn-

If a tough should get aboard your car and hit you in the neck." said the conductor, with the reddish brown whiskers, "you must play the role of the peaceful Quaker and turn the other side of your neck to be smitten, or else politely request him not to do so again,

## CAN'T RETURN A BLOW.

"Then if he don't give you an upper cut and send your form sprawling from the platform you may consider yourself in luck. A conductor dare not return a blow; if he did his name would quickly be entered on a police station blotter, with the words

'assault and battery' opposite it.' "A toothless dog can bark and snarl at a man when he is assailed," put in the fat conductor, "but a cable conductor cannot even as much as bark under such circum stances. All he can do is to grin and bear it, or else resent the insult or assault and lose his position."

"If that fellow who makes a practice of getting on cars and presenting a \$20 bill to the conductor ever boards my train I'll fix him," said the veteran conductor. "How" chorused a half dozen of his

"Why, I'll put his twenty in my pocket and then carry him to the end of the route, where I can get the bill changed at company's office."

'Is that all you fellows have got to contend with?" queried a long, slim, in-dividual, who had the appearance of a Washington street car conductor. "Why you are as lucky as if you had won the capital prize in a big lottery. I have more to put up with in one day than any of you, and I am getting tired of it."

## DISGUSTED WITH THE JOB.

"If I ever have another such day as I had last Wednesday, I will throw up my job, put on a tin bill, and go down on th farm to pick out a living among the chickens. The first thing I did was to drive a newsboy off my car and I got cracked on my shin with a stone for doing so. Then a little girl lost her hat. It blew off and I had to run back nearly a block

to get it. Next a man got on my car, bought six tickets and handed me 25 cents in nickels. Ten minutes later he demanded his change. Said he had given me a silver half-dollar I told him about the nickels, when he called an old lady raised an outcry and declared

purse had been stolen. I found it lying on the seat beside her, just where she had,

"As we were crossing M street my cont pocket was caught by the brake handle and I spilled about a pint of nickels and dimes all over the readway and down in the cable slot. I think I recovered a little more than half of the lost money, and con-sidered myself in great luck, as a number of my passengers got off and helped me to pick up the pieces. Among them were two tough looking individuals who, I am sure got their car fare back with compound

MORE TALES OF WOE. "This mishap caused me to run about ten minutes behind hand. My gripman, in his anxiety to make up the lost time dropped the cable from his grip on two different ocfurther behind, while I was painfully in-

jured by being thrown to the ground

several times while attempting to place the cable back in the grip. "On the same day a negro, accompanied by a vicious bulldog, boarded my grip car. I told him politely it was against the rules to allow any one to ride on the cars with such a brute, and he must either put the dog off or get off himself. He de clared that he would do neither. I caught hold of the man and attempted to put him off, but the ferocious animal came to his assistance and announced his objections by an ugly growl. As I had never been trained to fight buildogs, I concluded to let the colored man and his canine friend ride without further ado."

Several other conductors then gave their experiences. One said he requested a couple of well-dressed men to take their feet off the seat, and was told in language more forcible than polite to go to a region that is notter than the tropics. Another said an old lady handed him a silver quarter the other day and he asked her politely if she would have tickets.

OLD LADY GRUMPY.

she snapped. "I don't want tickets. If I had, I would have said so."
Still another conductor told how an old lady wanted him to take half of her package of grapes as fare. She could not find a nickel in her pockets, but insisted upon dividing the grapes, which, she said, cost her 10 cents in market. A young weman in a unity summer costume told the con-ductor to mind his own business, when he innocently inquired if she wanted to get off

the car at a certain corner. This concluded the conversation, and the conductors filed out of the waiting room and entered the receiver's office to report for duty on the night trick.

### Two German Stories.

The little town of Oggersheim, besieged by the Spaniards during the thirty years' war, held out bravely as long as pro-visious lasted. But when the inhabitants saw that they must either surrender to the enemy, whom they had incensed by their resistance, or perish with hunger they were sover dispursed.

were soriely dismayed.

One of the oldest councilors offered to save them and revealed the existence of a secret passage which would enable them to escape in the enemy's rear. He now proed to lead them all out during the night and to leave the enemy the doubtful glory of taking a deserted effy. This plan was halled with enthusiasm and all the people left the town by a secret passage, one man only remaining to take care of his wife and child, the latter being but a few hours

The Spanlards hearing no noise on the morrow and seeing no scattinels on the ramparts, funcied the inhabitants were planning a sortic, but after waiting three whole days for an attack they were surprised to see a man appear upon the ramparts with a flag of truce. He promised to open the gates providing the inhabitants were allowed to escape with their lives. The condition was accepted, the gates opened, and the Spanish army was surprised to find streets and houses deserted.

"Where are the inhabitants" demanded the general of the man who had opened The Spaniards hearing no noise on the

the general of the man who had opened gates.

hiere," he simply replied, pointing to his wife and babe and then he recounted how the people of Oggersheim had escaped and how he had remained alone with his wife, who was only now fit for travel. The Spanish general was so specified. the unexpected termination of the siege that he forbade his men to pillage destroy the city and when the inhabitants returned shortly after they found all their possessions quite unharmed and their houses undisturbed.

One of the weather vanes in Frankfort bears a number nine neatly picked on its bears a liminar man bears, paged of the surface by nine holes. The legend relates that a poacher, having been caught and im-prisoned in the tower during nine weary days and nights, complained sorely of the creaking of this vane, which, he declared and prevented him from finding a moment's oblivion in sleep.
"Were I only free," said he, "I would

show the good people of Frankfort how accurately I could aim by shooting as many holes in that accursed old weather vane as I have spent nights in this tower, and, what is more, those nine boles would form the number nine.

the number nine."

The jailor reported this speech to the city councilors, who, anxious to see such a proof of skill, declared the poacher should be allowed to try and fulfil his vain boast. They added that if he succeeded in touching the vane nine times, and formed a number was the second seek by the succeeded in the succeeded in the succeeded in the succeeded in the second seek him. wane nine times, and formed a number with the holes, they would set him

free.
The peacher, brought before them, leaded his gun, aimed at the mobile vane, and, his gun, aimed at the moone vane, and, shooting, punched a hole in it. Nine times he shot, and each hole, round, and near its fellow, helped to form the well-shaped number nine, which won him his freedom.

## ALL IN THE FAMILY.

Both Members Insane and Missing Off the Face of the "Airth "

"Got any missin' wives in vere?" asked a colored man, who entered the police station with auxious face, according to the Detroit Free P ress.
"Is your wife missing?" queried the sergeant in reply.

"Since when?"

"Since seben o'clock last night, sab. Yes, sah, disappeared right off de face of de airth." "Have you any reason to believe she was out of her mind?

out of her mind?"
"Why, yes, sah, I reckon she was. I reckon dat was what brung all de trouble."
"I'll make out a regular report of the case," said the sergeant, as he reached for a blank. "Now, then, when did you notice any strangeness of conduct? " 'Bout fo' minutes to seben, sah.

"Wall, sah, I sot in de house wid my feet on de stove, an' she said we budn't any meal or flour or 'taters or firewood. I tole her I couldn't help dat, an' den her straugeness begun." ness begun."
"How was it?"
"Why, sat, she kicked me free times an'
den lit on to me like a wildcat, an' I was
mighty nigh dead when she disappeared
off de face of de airth. Must have been

tempestously insane, sah. Reckon we kin find her, or do yo' think she's in de rib-"Look here, old man," replied the ser geant, "you get out o' this. Your wife has more sense in a minute than you have in a week! There's the door!"
"Yes, sab. Den I hain't in my right mind?"

"I should say not."

"An' yo' want me to be missin' off de face of de airth?"

"I do."

"Den I'li 'commodate yo'. sali Doan' bodder 'bout my wife—doan' bodder 'bout me. She's tempetestously insane—I ar' ditto. She's missin' off de airth—Ize gwine to be. Hu! Hoo! Day to you, white

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NOT MANY GREAT FRAUDS

The Skillful Lobby ist Profits More by Pushing Small Measures Which Can Easily Be Manipulated and Do Not Attract Much Attention From the Legislators-Some Historic Cases.

The time of the United States Congress has been much occupied from the earliest days with private claims. They have been a source of a good living to hundreds of

attorneys and of large wealth to a few.

The claimants have in some cases recov ered large amounts and a few great frauds have been perpetrated. It is a matter of great difficulty for Congressmen to familiarize themselves with the merits of the larger demands even, and it is simply impossible for even those specially charged with such matters to look into the facts in a small part of the bills providing for the payment of claims ranging from \$100 tu \$10,000.

As a result the skillful lobbyist can choose his time and by shrewd manipulation put through measures that have not the first shadow of merit.

It is in these small demands that most of It is in these small demands that most of the large fraids is practiced. A large claim is sure to attract opposition, and it will be carefully scrutimized before it is passed. The small claims, on the other hand, are little noticed, and with careful handling by experts go through without a large. In this way millions of dollars are hitch. In this way millions of dollars are taken out of the Treasury, and very few are

any the wiser.

Every war has been prolific of claims.
Maryland, Virginia and the city of Baltimore all had big claims for troops and munitions after the Revolutionary war, and New York was given a good allow ance from the public funds at the close of the civil war on a similar score. It was customary in the earlier days to

meet such calls by a land grant. These were frequently of huge proportions. A military patent for 1,000 acres was a very ordinary thing, and some were for twenty times that area.

These were frequently in the form of

quently \$5,000 to \$10,000. Firms of at-torneys have been organized with no other purpose than the presention of such claims, and some of them have become rich

at the business.

A case was in court recently where Mrs. Belva Lockwood sued to secover her stare in a \$10,000 fee for the successful prosecution of the claim of the Eastern band of Cherokee Indians. The papers showed that she and three othekattorneys, one of whom is now dead, made an alliance for the prosecution of Indian claims, and the agreement ran through o series of years, in which little was realized by any of them; was renewed and finally their efforts were rewarded by a good fee from one of their cases.

SOME BIG FEES. Each of the parties to the agreement had contracts with Indians for the prosecution of claims for percentages, ranging from 25 to 50 on the whole amount recovered. One of the biggest fees ever received for an Indian claim was that of the late Senator Plumb, of Kansas, in the prose-cution of the claims of the Western Chero-kees. He got \$50,000 in one lamp. It now happens that after his death his estate is in the hands of one of his former clerks.

one of their cases.

is in the hands of one of an former ceres, who is making a good living in settling it up.

A kind of claim of which the public knows little is that of the fourth-class postmaster. He wants extra compensation for unusual services, for losses incurred in the discharge of his dutes and the like. These discharge of his duties and the like. These have been handled very extensively by Spalding & Sons, and they have furnished the profits from which the handsome building formerly occupied by the Census Office at Third and G was built.

There came a disagreement somewhere, however, and Mr. Spalding, who by his experience as a Representative had learned the best way of managing such cases, was cut off from the information by which he could readily communicate with claimants and the business was greatly limited. The

could readily communicate with claimants and the business was greatly limited. The change was due to the action of Assistant Scott, in the Postmaster General's office. Under the recent toriff acts new classes of demands have spring up. One of these is that passed upon by Compiroller Bowler for sugar bounty. The discussion occupied several days before the comptroller, with Semators Caffery, Blanchard, Manderson, Perkins and others to make the arguments, and now the whole matter will have to be decided by the Court of Claims. This complication arose under the McKinley complication arose under the McKinley

ANOTHER BIG CLAIM.

Another with a curious history is under the Wilson bill. This is for rebates on free alcohol. Just at the close of the tariff fight Senator Hoar brought in an amend-ment which provides that any alcohol im-ported for use in manufactures in the arts should be free of duty. Under this makers of patent medicines, druggists and thou-sands of others are claiming that they

THE WIRES CROSSED.



Voice from the outside)-"Heah, I'se got hold ob two ob de bigges' turkeys in de coop, but dog ef dey ain' stronger den I is.'

warrants which called for no special erritory, but allowed the holder to his plantation from whatever part of the

public domain pleased him.

As a result there are thousands of acres in Virginia and Kentucky to which there were three or four titles. One survey would overlap or run across another, and when the captain or general came to possess his lands be frequently found some other captain or

seaceful means were treated with con tempt and the quarrel settled by an appeal to arms. The city of Louisville is built mainly upon one of these old revolutionary grants given in place of a pension.

After the civil war there were thousands and thousands of claims for military stores furnished, for the use of property for hospi-tals, for barracks, for the use of steam-bonts, for rails burned to make camp-fires. All the claimants were ready to estab lish their loyalty throughout the struggle, although resident in the South, and their number was sufficient to make a rery respectable army.

Congress worried along with these for

years, passing some and rejecting others. The attorneys meantime found good pickings in them. Finally a general overhaul-ing of them was made, and all that were considered meritorious were gathered in one bill and offered for passage by the last congress, but the measure was never

Upon it were hinged the hopes of hundreds, and on the strength of the prospects held out by it one well-known Washing-ton man sold his house and allowed the purchaser to make off with \$3,500 borrowed on the property.

THOUSANDS ARE SUPPORTED. Pension claims form a department by themselves, and there are probably fifty thousand persons in the United States who derive their support from the investigation, pressing, and securing the allowance of them. On the other side the army of clerks at the big red building on Judiciary Square are occupied in investigation and payment, with thousands of physicians throughout the country to help

Exorbitant charges by attorneys becam so common in this department very early in its existence that the Government fixed scale of fees, and a deviation from it is a scale of fees, and a deviation from it is punishable with fine and imprisonment. Another class of claims is for Indian depredations, and there is a Senate com-mittee, with Senator Lindsay at its head just now, to look after these exclusively. It is said the frauds upon the Government in this connection are more diverse in character and present more curious com-plications than in any other. There are very many of these claims still pending. In nearly the same category are the In nearly the same category are the Indian claims. When a tribe is deprived of its lands in any way its only redress is to get a bill through Congress allowing pay. To do this requires years of work getting up evidence, and the attorneys come in for a huge slice of the final allowance.

Their fees as allowed by the courts

ought to be allowed a rebate on tariff al sady collected. These claims are being bought up and

consolidated so as to make it worth while to prosecute them and a great fight will be nade all along the line to have them allowed. It is said that thousands of stamps, showing that the tax has been of states, showing that the tax has been paid are being purchased by persons who can make a colorable show for such a claim from men whose use of the alcohol put them plainly outside the law.

An interesting feature of the affair is hat Senator Hoar is thought to have no particular interest in the amendment further than a mischievous desire to embarrass his political opponents. The amendment was never discussed in the Senate, because the venerable Massachusetts Senator couldnever be caught in the Senate chamber after its troduction and before the passage of the bill long enough to have it brought up.
Senatorial courtesy forbede that it should
be considered, and possibly defeated, during
his absence. Senator Lindsay chafel sharply under the restraint, and it is said threat med that unless Senator Hoar should come

n and allow him to bring the amendment before the Senate he would disregard pre-sedents and defeat the section anybow. He did not try it, however. OTHER HISTORIC CASES. OTHER HISTORIC CASES.

The Mora claim, recently paid; the French spoliation claims, of which some \$20,000,000 still remain for the benefit of the attorneys, after hundreds of men have got rich out of them, and the McGarrahan claim.

It is said that. are familiar to everybody. It is said that, while a dozen attorneys made heavy fees out of McGarrahan, Mr. Ayres, his last legal adviser, got very little, and finally had to pay the funeral expenses of his client. Of cases where a fraud was attempted and found out the contraction of recont. and found out the most sigantic of recen rears was the Weyl and La Abra claim. This was for lands in New Mexico under a

spanish grant. It was several times within sight of the It was several times within sight of the Treasury vaults, but by some stay of proceedings was procured till finally the Government agents uniquithed proof that a case had been made up almost out of nothing, and the whole was a scheme to enrich a few men at the expense of the Government. The demand was finally defeated only within the past year.

It Filled the Bill. want you to write an epitaph for the major," said the old inhabitant.
"How did be die?" asked the editor.
"Fell in a well." "All right. How does this strike you-All is well with him?" "-Atlanta Con

Don't Worry It. There's little room for idle jest On legislative ills; The legislature does its best. (With fat five-dollar bills!) -Atlanta Constitution

Watermelons were formerly supposed to have been natives of South Italy but later investigations have traced their origin to Africa. They are certainly indigenous to the "dark continent," and are still found wild in the tropical regions on both sides of the equator.

Washington Boats That Have Navigated Its Waters.

NOT ALL FOR PLEASURE

Steamers Whose History Antedates the War-A Squadron of Pleasure Craft-Many of Them, However, Combined Business With Their More Serious Occupation.

The ship tonnage of Washington harbor is not so great as that of several other cities, Liverpool for instance, but it is dearer to the hearts of our local mariners than any other shipping on the earth, or

Even half of our people who neither feed on salt horse, nor walk upon web-feet, feel a degree of interest in the home fleet, for the love which Washington bears her sailors and her craft, is not confined to the

smiors and ner crait, is not comined to wave-washed precincts of the city.

There is a current idea that Washington steamers are built for fun and dedicated to excursions. The reason for this, is that the excursion fortillal is the spectacular end of the Washington fleet. Each season, an Washington several times over, treads the decks of the Macalester, Pentz, River Queen, or Richmond. These are the steamers which summer Washington knows best.

which summer Washington knows best, but there are others. Here is a list of the traffic craft, the business boats of the Washington river front.

Newport News, Capt. Pete Geognegan, Norfolk, Capt. William Luckett, Washington, Capt. R. E. Tulle, Harry Randall, Capt. Barker, T. V. Arrowsmith, Capt. Entwistle, Wakefield, Capt. Ben Owens, Sac, Capt. James Geoghegan, Pofomac, Capt. William Geoghegan, Mattano, Capt. William E. Skinner, Tarpon, Capt. William E. Skinner, Tarpon, Capt.
— Columbia, Capt. J. D. Eskridge; Belle Haven, Capt. Marmaduke; Befnance, Capt. Sharpshire: Alton and Occoquan. SOFT WEATHER STEAMERS.

Following are the names of the "excur-masts," or "soft weather," steamers, as tuey are tenderly termed by their friends Cauries Macabester, Capt. Ross; Samuel J. Pentz, Capt. Barker, Uty of Richillond, Capt. Chap. Poser, Seufferte, Capt. Davis, fliver Queen, Capt. Carpenter, Mary Wash-ington, George Leary and Bartholdi.

ington, George Leary and Bartholdi.
Then, in counting up the steamers that
are ours we should not forget to pay the
tribute of a thought to those poor old
steamers which ofte claimed Washington
as their home, but which went to Jones' locker through fire or storm. Following are

Some familiar names:
Wahwasset, Capt. John Wood, burned off
Maryland Point, August 8, 1873; Express,
Capt. Barker, foundered off Point Lookout,
October 22, 1878; Armenia, burned at Alexandria, 1886; W. W. Corcoran, burned at wharf, September 3, 1891; Georgianna, foundered off Hog Island; City of Alexandria, 1893; W. W. Con, burned at Alexandria, 1893; W. W. Con, burned at wharf, winter of 1893.

W. Coit, burned at wharf, winter of 1859'94; E. C. Knight, lost at sea; Lady of the
Lake, burned at wharf, February 14, 1895;
George Law, burned.

Then there have been anumber of changes.
The Phot Boy has been rebuilt, as the
Belle Haven; the Jane Moseley is at Endtimore; the John Gilson has been broken
up; the City of Washington is being broken
up, and the Florence is out of commission.

There is a contest between the Mattano
and the old spirit of the Pilot Boy hiding There is a contest between the Mattano and the old spirit of the Pilot Boy hiding in the Belle Haven as to which is the dean of the fleet. This honor was borne by the George Law up to the time when the financial troubles of the Planters Steamboot Company compelled her sale to parties who steered her into foreign waters. The Law was built at Keyport, N. J., in 1854 The Mattano was launched at the same pert in 1859, and after long years of faithful service on the Hudson, was brought around to the Potomac in 1876 by the late George L. Sheriff, and placed in command of Capt. Harry Biles.

Capt. Harry Biles.
The "Mattle" has been in service here ever since she came, but was withdrawn from active service on last Thursday. It is uncertain what her fate is to be

HAS MADE HER LAST TRIP. The administrators of the Sheriff estate, who have been operating her, chim as the reason that traffic is too light. They say the boat will not be sold, but the men of the old-time craft, with whom The Times of the old-time craft, with whom The Times talked, seemed to feel that she had made her last trip. She has been one of the bonanza boats of the river. She has poid for herself a hundred-fold. Her first commander was a man with a "pail," and the personal popularisy of a captain really counts for more with the down river country folk than the speed or equipment of the boat. This has been demonstrated time and again.

and again. and again.

The only formidable opposition to the
Mattano came when tapt. E. S. Kandali, of
River View fame, bought the John W.
Thompson, sent her to Battimore, where the was rebuilt to such an extent that she was entitled to registry under another name She was launched with 10 ung cere as the Harry Randail, named for the son of Capt Randail. Shejsabig, swiftsteamer, lighted by electricity, carrying new Scotch cilers, and the latest machinery. Hereating turnishings were up to thate. Capt. Nowell, one of the best known navigators of the Potomac left the Mattanound went with the Harry Randall. Her pilot, purser, engineers and mates were chosen with a view not only to their experience, but the trade they could command. It was a combination that made the Mattano suffer, but hundreds of her clients along the river refused to

IN THE COLORED EXCURSION TRADE The Pilot Boy was built at Wilmington in 1857, and after several years of service in Northern waters and the Chesapenke, came round to Washington and began operations on the lower Potomac in conjunction with the Georgianna. When the company to which she bearinged was crowded out by competition with the Maryland and Virginia, and the Washington Steamboat companies, she fell into the concred excur sion trade, and Notley Hall and Colling wood knew her well. The proud spirit of the Pilot Boy grieved at this, and longed to return to the status of a business boat. The ferry steamer City of Alexandria had gone up in smoke, and age was beginning to tell on the City of Washington. All the ferry business devolved upon the Columbia, and to relieve ber, the Washington Steamboat Company bought the Pilot Boy. She was sent to Baitimore, rebuilt and rechristened the Belle

Haven, after the original name of Alex-andria. And she still sails on, One of the historic boats is the Mary Washington. She is not such an old steam er as is popularly supposed, being the jumor of many of the steamers which glide around all painted in glitter and gilt, with brass bands on their decks. She is a native of the Potomac, having been built at Accotink, Va., in 1874. She is probably the most domestic of our steamers, it being questionable whether she has ever been out-side of Point Lookout. She was designed as a business boat, but was a failure, her tastes inclining more towards pleasure and pictoics. She was built after the pattern

During the centennial exposition she ran on the Mount Vernon route with the Corcoran and also ran excursions to Mount About 1886 she came into possession of Capt. Randall and was the original River Capt. Randall and was the original River View steamer before the coming of the Pentz The Occoquan route was exclusively hers and she made barrels of money for her owners. The foundation for hundreds, maybe thousands, of Washington weddings have been laid in firitations on the broad decks of this steamer. When palace steamers became the fad, popular taste played truant to the Mary and she was given over to dexcursions to Collingwas given over to dexcursions to Colling-

AN OLD-TIMER.

The River Queen is an old-timer on our home waters. She is a northern boat by launch, but came down here during the closing days of the war as a dispatch boat in connection with her sister ship, Lucy Lincoln. It is said that Lincoln was several times on board her. After her

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# Gymnastic

By MISS WERNER, the celebrated Swedish physical culture teacher, exhibit-

ing the famous WHITELY EXERCISES Miss Werner is a very interesting person. She is a blonde, of medium height, weighs about on hundred and twenty pounds, and as she appears in her exhibition dress displays a re-markably well developed body. Her exhibitions and talks cannot full to be ben-ficial to all interested in physical culture.

Daily demonstrations in our front window November 11th (after 2 p. m...) and 12th, 13th, 13th, 13th and 16th all day.

"Free talks on physical culture" every day.

Everybody cordially invited, and especially the laddes.

TAPPAN'S 1013 Pa. Ave.

returned about three years ago as the property of the Mount Vernon and Marshall Hall Steamboat Company. between Washington and Aquia Creek, and was commanded by the well-known freshwater marting. Cart. Frank Holfresh-water marmer, Capt. Frank lingshead. She came around again

or five years ago as the property of Capt. Randall, to relieve the Mary Washington. The George Leary has had one of the most varied careers on the river. She was launched at Brooklyn, N. Y., in 1864, and has been under the command of Capts. White Tulle, Beacham, Davis, and Baldwin. Sh worked for the Upper Potomac Steamboat Company and for the Bay Line out of Baltimore. For a long time she ran in op-position to the Inland and Scaboard Coast ing Company, and after many ups and downs became the property of the National Steam

boat Company.

The Potomac fleet has been fortunate in the matter of fatalities, though a number of the ships have met an untimely fate. The most fearful disaster in Potoma history was the burning of the Waliwasset, in August, 1873, by which between thirty-free and forty people were lost. Of those burned or drowned, a number were from Washington, the Waliwasset having left Washington on the morning of the day she burned. J. W. Reed, the tobacconist, at the corner of Ninth and D streets north-west, lost his wife and three children-his whole family-in the catastrophe.

BURNING OF THE WAHWASSET. The Wahwasset was approaching Marypoint anddships. She was well freighted with passengers and merchandise. Capt. John Wood was in the pilot house when the dread alarm was sounded. The crew Went to quarters and some of the male passengers tent a hand, but it was impossible to stay the progress of the flames. Panic seized the passengers and terror reigned Meantime the Wahwasset had been h for Chatterton Beach, Va., and was thrown against the shore, her men standing by their posts till the end. When she struck most of those on board took to the water and a large number were drowned. The disaster caused profound grief and excitement at Washington and Alexandria. The purser, J. W. Wheeler, lost about all he had in the fire, and going to Norfolk went aboard the Lady of the Lake. This boat a few days thereafter was burned to the water's edge, Wheeler for the second time losing his effects. er for the second time losing his effects.

disaster next in terror was the foundering of the Express in the bay, somewhere off the mouth of the river, on October 22, 1878. The Express, under command of Capt. Barker, was bound for the Eastern Shore of Maryland. She en-countered a terrific blow and went to pieces, it being said that her engine and boiler dropped through her and another version being that she capsized and tha her boilers fell through her upper decks. Six or eight people were lost. No fatalities attended the burning of the Lady of the Lake, City of Alexandria, Armenia or Colt, but when the Corcoran took fire at her wharf on Sept 3, 1891, a bootblack, who was sleeping on her, was drowned.

The sinking of the Crystal Wave is counted of local moment. She had been bought by the River View management, and was en route to Washington, under Capt Martin. At dawn, and when off the Delaware breakwater, the lookout sounded the alarm that a craft was bearing down on the port side. Effort was promptly made to avoid the stranger, but too late. CUT HER IN TWO.

A dark holl loomed up through the mist and cut almost through the Crystal Wave. The stranger then recoiled and sank without her identity being discovered. The Wave continued to settle, when a collier hove in sight and took off her crew, land-ing them at Norfolk.

'Vox populi" seldom errs - does sometimes, but soon finds it out and corrects itself. Hasn't made any mistake about the "COLUMBIA,"

that's very certain. They have been the favorite wheels with the public for years. "Columbias" have been proved and never found wanting.

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J. W. BRICKER. No. 154 Centre Market. Fresh and Salt Meats for sale as low as any store. Meats are for sale, but not principle.

mentioned are the Joe Blackburn and the Gavatta. The Blackburn is the harbor police boat, and was built for and used as a yacht by Munroe, the publisher. She was bunt at Staten Island in 1884, and came to Washingtonon Juney, 1888. Senator Black-burn had been one of the fighters for an appropriation for this boat, and in his honor the craft was named. Police Pilot Russell Dean has steered her over the local courses and has never struck a song. The only casualty in which she has been involved was when Policeman Constantine fell from her afterbeck off Stump Neck and was drowned. Harbormaster Sutton is her cap-

The Gavatta is the steam yacht of Mr. Dos Pasos, a New York inwyer, and has been lying in this harbor for two years, with occasional trips outside. She was for-merly the steam yacht Florence. She is a worthy little steamer, fast, and sumptu-

ously fitted up.

In addition to the ships mentioned Washington has a fleet of about fifteen tugs, the strongest being the Key, Lennox, Mohier, Cave, Templar, Goldsmith Maid, Juno, Harlow, Spray, Pierce, and German. Then hove in sight and took off her crew, land-ing them at Norfolk.

Among the local craft that should be boats. Washington is prond of its boats.